GEOGRAPHIC SCHOOL BULLETINS

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Dr. Edward Burton MacDowell

THE NAME OF VANILLA, "LITTLE POD," IS A REMINDER OF ITS ORIGIN

Spaniards first met the popular flavoring in tropical America, and named it for the seed pod from which it is extracted. Vanilla is the by-product of an orchid. The plant is a clinging vine that zigzags up tropical trees, preferably the cacao tree. The yellow-green pod is picked unripe, when it is odorless, and cured in the sun. Then crystals of vanillin form, and the pod takes on the characteristic fragrance of vanilla. Tahiti, where natives in sarongs spread the pods out to cure, is the source of a fraction of the million pounds imported yearly into the U. S. The Netherlands Indies and the French island of Madagascar off Africa's coast contribute the most, with Mexico ranking third (Bulletin No. 3).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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General Headquarters, Washington, D. C.

Northern Ireland, New Transatlantic Base for U. S. Forces

(This is the fifteenth of a series on the defense bases)

AMERICAN troops crossing to the European side of the Atlantic are manning a base in Northern Ireland, the northeastern fifth of Britain's big sister island. The larger part of the isle is occupied by Eire (formerly Irish Free State).

The U. S. forces are taking up their duties in a not-so-foreign country which sent America the ancestors of nine United States presidents. The forebears of Andrew Jackson, for example, once were inn-keepers at the little port of Carrickfergus, now renowned chiefly for its crumbling, seven-centuries-old castle.

Preferred Base Sites Belong to Eire

The new base brings Americans within visiting distance of the famous Glens of Antrim, island-studded Lough Erne with its wild swans, the Downpatrick graveyard where a granite stone marks the supposed burial place of St. Patrick.

Northern Ireland, virtually a "suburb" of Britain, became with England, Scotland, and Wales, a belligerent at the outbreak of the present war. Eire, to the south, which won its independence from Great Britain in 1921, is still neutral. The warring fifth of the Emerald Isle has helped the British war effort, especially in the fields of food and ships.

For bases to guard North Atlantic shipping, Northern Ireland is second best, handicapped by lack of an Atlantic shoreline. It is cut off from direct access to the ocean by County Donegal, the northernmost county of Eire. Lough Foyle, deep inlet of Northern Ireland, is at the western end of the North Channel, with the shores of Scotland almost in sight. Lough Swilly, in Eire's County Donegal to the west, opens directly into the Atlantic. British naval bases in Eire were relinquished in 1938, but with the onset of the present war they were requested again, with no results. Although Northern Ireland is relatively poor in defense base sites, U. S. workers and engineers have been engaged there for some time.

Agricultural Country of Connecticut's Size

Northern Ireland is not much bigger than Connecticut, with an area of 5,237 square miles. While it has a total population of little more than a million and a quarter, its small area makes for a relatively high average density of nearly 235 people to a square mile. Although overshadowed in size by neighboring Eire, Northern Ireland contains two of the half-dozen chief ports of Ireland—Belfast and Londonderry. Belfast, the capital and largest city, with more than 400,000 people, is situated on the east coast, facing Scotland across the narrow North Channel of the Irish Sea. In Belfast are concentrated most of the country's huge linen (illustration, next page) and shipbuilding industries.

The second city, Londonderry, lies at the head of the deep and sheltered northern bay of Foyle. Its peacetime population is more than 45,000, most of whom make their living in the city's many factories and busy shipyards.

From Belfast's harbor, and from that of Londonderry on Lough Foyle, ships carry away potatoes, oats, vegetables, cattle, sheep, pigs, and chickens to fill the British larder. The great majority of the people in Northern Ireland live on small farms, raising turnips and cabbage, potatoes and peas, and livestock.

The livestock population of Northern Ireland is another important factor in helping to feed Britain, in spite of blockade losses. According to the most recent

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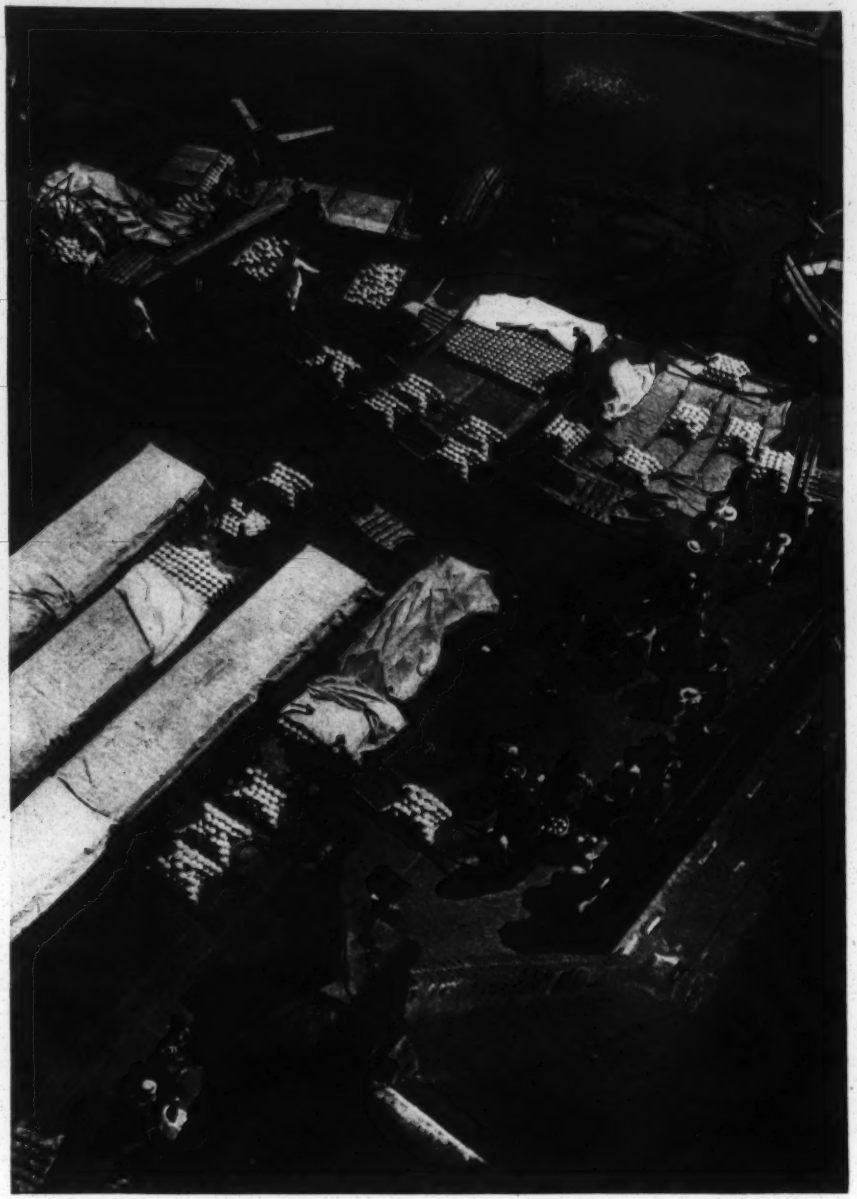

Screen Traveler from Gendreau

RED GLOBES OF EDAM BASE THEIR APPEAL ON APPEARANCE AS WELL AS TASTE

Edam cheeses, piled in geometrical patterns on the wharf at Alkmaar in the Netherlands, were photographed waiting to be sent on their travels. Before being loaded on the freighters, the cheeses are carried on hand barrows to be weighed in the public Weigh House, from the tower of which this picture was made. The United States in normal times purchases from the Netherlands nearly three million pounds of Gouda and Edam cheese yearly. Customers prefer the Edam red, instead of its natural pale yellow color, so the obliging Netherlanders cover it with red wax for this overseas trade (Bulletin No. 3).

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Amboina Was Defense Key to Eastern Netherlands Indies

SEIZURE by the Japanese of the Netherlands Indies naval and airplane base at Amboina (sometimes called Ambon), on a tiny island in the Moluccas, represents the loss of the key to the eastern defenses of the vast archipelago governed from Batavia, Java.

The importance of Amboina, situated on the island of the same name, is apparent from a survey of its position relative to other important spots in the western Pacific.

Separated only by a narrow strait from the southwestern corner of sizable Ceram at the north of the Banda Sea, the island of Amboina is only 32 miles long and ten to fifteen miles wide. Yet it occupies a pivotal place in the defense of the Indies. Japanese-occupied Davao, on Mindanao in the southern Philippines, lies only 800 miles north of Amboina, while the major Netherlands naval base at Soerabaja is 1,200 miles away to the west. Australia's northern naval base at Darwin lies 600 miles to the south.

Portuguese Made It World Clove Capital

The Portuguese, in their effort to corner the spice business of the Indies, founded Amboina town in the 16th century, expecting to make it the clove capital of the world. It attained an important trade in that spice and in nutmeg, and it still ships some of each, together with copra. The transplanting of clove trees to Zanzibar, however, doomed Amboina's monopoly of the product. The town declined in international importance until its modern naval base activities brought it again to the fore.

The island is shaped somewhat like a right-handed mitten. The space between thumb and fingers is formed by the 14-mile-long southward-opening inlet upon whose eastern shore stands the town of Amboina. A low isthmus connects the two rugged and unequal parts of Amboina Island, linking the thumb to the mitten. Granite mountains form the backbone of each section.

The name of both town and island comes from the Malay word for "mist."

Nature Provides Easy Living for Amboinese

Though the island is small, climate and vegetation differ on the opposite shores because of differences in rainfall. Apart from coconut and sago palms, and clove, mace, nutmeg, and a variety of tropical fruit trees, crops include sugar cane, rice, coffee, and cacao. But agriculture is relatively undeveloped because the natural food supply is abundant enough for most needs of the populace.

Through the forests fly racket-tailed kingfishers, crimson lories, bright red brush-tongued parrots. The hard, knotty Amboina wood, valued for ornamental uses, actually is cut on the island of Ceram and has Amboina's name only because of shipment from that port.

The total population of Amboina is more than 50,000, with Christians predominating in the south and in the city of Amboina. In the north there are mostly Mohammedans. Amboina Island was a center of the lucrative spice trade for so many centuries that it has, generally speaking, a higher standard of civilization and comfort than most parts of the Indies.

Amboinese soldiers form a sizable and distinguished percentage of the colonial troops of the Netherlands Indies. Just and good-tempered, the Amboinese are

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figures, livestock outnumbers the human inhabitants. There are more than 700,000 cattle, more than half a million each of sheep and pigs, and some 40,000 goats.

Low-lying and gently rolling, patterned with fertile farmlands and stony pastures, Northern Ireland is crossed by good highways and innumerable country roads. The coasts, facing north and east, are generally bold and rocky. Lough Neagh is the largest lake in the British Isles. In the northeast, Northern Ireland reaches within 15 miles of Scotland's Kintyre Peninsula.

Northern Ireland is predominantly Protestant (in contrast to Catholic Eire). The region, which sends 13 members to the British House of Commons, bears a relation to the United Kingdom Government somewhat like that of one of the States to the Federal Government in the United States.

Note: For further information on Ireland, see the following articles in the *National Geographic Magazine*: "Old Ireland, Mother of New Eire," May, 1940; "Mist and Sunshine of Ulster," November, 1935; and "Ireland: The Rock Whence I Was Hewn," March, 1927. See also the GEOGRAPHIC SCHOOL BULLETINS, "Northern Ireland Aids Britain with Field and Factory," December 16, 1940.

Northern Ireland is shown on the National Geographic Society's Modern Pilgrim's Map of the British Isles. A price list of maps may be obtained from the Society's headquarters in Washington, D. C.

Bulletin No. 1, February 23, 1942.

Bernard F. Rogers, Jr.

ULSTER'S LOOMS MAKE BELFAST "LINENOPOLIS"

Once linen employed all of Ireland, and Dublin was the center. But since the introduction, in 1830, of steam-powered spinning mills, and, in 1850, of power looms in Belfast, the industry has centered in Northern Ireland (roughly the old province of Ulster). For many tablecloth and napkin patterns, hand looms are still preferred. The weaver photographed can make a tablecloth in three days. The long threads of the warp (left) are divided, so that the shuttle (in her right hand) adds a crosswise thread of the weft to only part of them at a time, to make the variations in the pattern (beside her left arm).

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What Foods for the United States Come from Abroad?

SHIPPING shortages and submarines are sniping at the usually well-filled ranks of food imports reaching the United States. "Sugar and spice and everything nice" may soon appear on the casualty lists.

But such losses carry no threat of hunger. Bread and butter, ham and eggs are home-grown in plentiful quantities; the imports represent only trimmings and dessert, for the most part tasty luxuries promoted to the rank of necessities because a thriving commerce could make them easily available.

Nine food items dominate the import lists, each arriving in quantities valued around twelve million dollars annually in normal times—coffee, sugar, fruits and nuts, fish, chocolate, tea, fancy vegetables, spices, and cheese.

Coffee Is King of Incoming Cargoes

Coffee leads the import parade (illustration, next page). Cargoes aggregating around 140 million tons reach U. S. ports and cups yearly. About thirty countries contribute to the coffee blend on American grocery shelves, including Ethiopia, the homeland of the flavorsome bean. Brazil supplies more than half of annual U. S. imports of about two billion pounds, with Colombia, El Salvador, Mexico, and Guatemala following.

The second-ranking food import also lands in the coffee cup, in many instances —sugar. The duty on this item contributes more to the U. S. Treasury than that on any other import. Haiti, Nicaragua, Guatemala, the Netherlands Indies, Peru, Mexico, the Dominican Republic, Canada, and China are among the countries ordinarily sweetening food for the United States, but the bulk of sugar imports arrive from Cuba and the Philippines (also from Hawaii and Puerto Rico).

Bananas and pineapples top the fruit basket of U. S. imports, along with olives and olive oil. Mangoes, guavas, and avocados accompany them, with ginger root from China, India, and Jamaica; figs and fig paste from Syria; dates from Iraq; cherries from Yugoslavia; citrons from Greece; apricots from Syria; apples from Canada; tamarinds and limes from the West Indies; plantains from Honduras; and a garnishing of maraschino cherries from France and the Netherlands. Grapes from Argentina and South Africa, currants from Greece, and blueberries from Newfoundland further vary the American diet.

Chocolate, Coffee, and Vanilla Are Traveling Companions

Among the tastier imports are the nut delicacies—almonds from Spain, filberts from Turkey, pignolias from Italy, pistachios from Iran, walnuts from China, with a bountiful heaping of Brazil nuts from Brazil and Bolivia, cashews from India, and West Indian coconuts.

The cacao bean, which yields cocoa for breakfast and chocolate cake for dessert at dinner, is a traveling companion of coffee, coming from most of the coffee-

This BULLETIN supplies pertinent information for use in developing Unit I (Questions for Discussion, No. 6) in the U. S. Office of Education handbook, "What the War Means to Us." A limited number of requests for additional copies of this BULLETIN can be filled.

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of a superior intelligence to most Indonesian peoples. The men are strong, thick-set, with dark skin, wavy hair, flat noses, and thick lips. Amboinese women are slender; they wear sarongs and blouses, ornament their hair with flowers, and are fond of fragrant native perfumes. They protect their heads with sunshades, or with big flat trays on which they carry coconuts, bananas, and other produce.

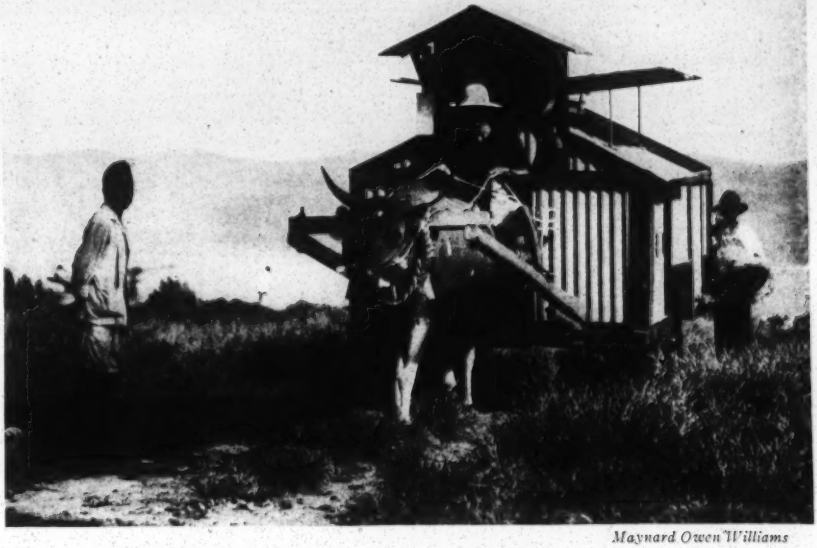
The city of Amboina, with 20,000 inhabitants, is the chief port and capital of the Moluccas. It has one of the finest and best-sheltered harbors in the East. Near the entrance to Amboina harbor Japanese fishermen had a colony.

In the clean and well-built city, European dress is the fashion. There are many fine homes and public buildings. Near the shore is old Fort Victoria, constructed in 1605 and rebuilt in 1775, where Dutch troops fought the British during the bitter struggle for the Indies' trade.

Note: Amboina may be found on the National Geographic Society's Map of the Indian Ocean which was issued as a supplement to the *National Geographic Magazine*, March, 1941. Naval bases and oil fields are shown.

For further information about the Netherlands Indies, see the following articles in the *National Geographic Magazine:* "Airplanes Come to the Isles of Spice," May, 1941; "Celebes: New Man's Land of the Indies," July, 1940; and "Netherlands Indies: Patchwork of Peoples," June, 1938; and the following GEOGRAPHIC SCHOOL BULLETINS: "Java the Tropical Keystone of Allied Far East Defense," January 26, 1942; and "Netherlands Indies Question Haunts Homeland and Japan," April 1, 1940.

Bulletin No. 2, February 23, 1942.



Maynard Owen Williams

ONE-OX-POWER DUMPCARTS JOINED AMBOINA'S DEFENSE EFFORTS

Amboina's sheltered harbor stands on a deep inlet dividing the rugged tropical island into two parts. The mountains of the larger section are visible across the inlet (background). Near old Fort Victoria, built in 1605, a modern naval base for seaplanes has been rushed to completion in recent years in anticipation of the present Japanese thrust against the Netherlands Indies. For filling in the harbor front, Amboina called into service the quaint "no rush, no rattle" dumpcarts used locally to haul garbage. Drawn by leisurely oxen, the carts have balloon rubber tires for quiet, and a slightly ornate air as a result of their ambling pace and peaked shelter for the driver.

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Defense Cities, Splitting at Seams, Report Population Boom

THE population portrait for which the United States posed at census-taking time in 1940 is already a little blurred in spots. A score of communities are already outgrowing their 1940 likenesses under the stimulus of defense contracts for shipbuilding, arsenals, Army camps, and aircraft factories.

Outstanding for war-boom expansion are the West Coast cities of San Diego and Long Beach, in California, and Seattle, Washington; Portsmouth, Newport News, and Norfolk, on the East Coast; and the midland cities of Wichita, Kansas, and Burlington, Iowa. They have all increased between 11 and 26 per cent.

The busiest boom town of all is San Diego, which reports the 26 per cent increase. About 60,000 people have converged upon the West Coast port and naval base in the southwesternmost corner of the United States. They traveled an average of 1,100 miles to get San Diego jobs. More than half of the workers found employment in factories making airplanes and parts in the city where only six men worked on civilian airplane jobs ten years ago.

In numbers, the Los Angeles area wave of defense migrants is the largest, bringing more than 103,000 people to new homes. Some 22,000 of these settled at Long Beach, representing an increase of 13 per cent. About 32,000 spilled over into neighboring communities, such as Inglewood (illustration, next page). Half of them came from points 1,250 or more miles away. San Francisco received 26,700 newcomers, a 4 per cent increase.

Cities Call Newcomers to Build Planes and Ships

Among the sunflowers and wheatfields of Kansas, Wichita is overflowing its city limits as the second-fastest-growing defense community to be surveyed in the U. S. A farm supply center two years ago, it is making aircraft, and 23,000 people have responded to Wichita's call for help in delivering the goods. The migrant workers and their families represent a 20 per cent increase in population. Burlington, Iowa, is another fast-booming inland city; 5,000 newcomers have arrived in the wake of a new ordnance plant, bringing a 19 per cent increase.

In a knot of war-tempo productivity, chiefly in shipyards, Newport News has grown an estimated 20 per cent, Portsmouth 13 per cent, and Norfolk 12 per cent.

Not far from this Virginia coastal cluster lie two of the busiest defense cities in the Atlantic sector, Baltimore, and Washington, D. C. More than 30,000 people have swarmed into Baltimore, and an additional 500 occupy a trailer camp beyond, to work in the shipyards, steel mills, and aircraft works near by.

Headquarters for the entire war effort is Washington, D. C., where an estimated 16 per cent increase had raised the population to 770,000 by last November. Lacking room in the 69-square-mile District, other newcomers spread to the surrounding metropolitan area, raising the population figure to an estimated 1,057,000. Nearly half of the new arrivals are women, averaging 24 years of age; elsewhere the defense-work migrants are predominantly male. Most of the District newcomers are white-collar workers, in contrast to the factory workers swelling popula-

This BULLETIN supplies pertinent information for use in developing Unit I (Section III, D) in the U. S. Office of Education handbook, "What the War Means to Us."

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exporting countries. In cacao supplies, Brazil leads again, but Africa is truly the chocolate continent in United States eyes, with the Gold Coast and Nigeria shipping in about 300 million pounds together in an average year. Another chummy import is vanilla, which grows literally next to cacao, often climbing the cacao tree, and consequently arrives from some of the same sources (illustration, cover).

Fish, arriving in large quantities from Canada and Alaska, include smaller shipments from Norway and Portugal, with a considerable representation—in pre-war times—of Japanese canned sea food. Cavier comes from Romania and the U.S.S.R.

Tea is another immigrant from the Far East, coming chiefly from Ceylon and the Netherlands Indies. Spices are a good example of the fact that imports on the American menu consist more of appetite charmers than starvation chasers.

The vegetables which enter the United States from abroad arrive by winter, as a rule, when most American gardens are unproductive. Tapioca, however, is a year-round import. European countries send vegetable specialties—canned peas from Belgium, dried mushrooms from Czechoslovakia, truffles from France, tomatoes from Italy, dried beans from Romania, pimientos from Spain.

Chief among the dairy products on American import lists is cheese (illustration, inside cover). Since European cheeses have grown scarcer, Argentina is sending an increasing supply.

Note. For further information on foods, see "Revolution in Eating," *National Geographic Magazine*, March, 1942, and the following GEOGRAPHIC SCHOOL BULLETINS: "Yes, We Have More Bananas Than Ever," February 17, 1941; "Commodities in the News: No. 2, Meats and the World's Muscle," May 13, 1940; "Coffee: A War Refugee," February 19, 1940.

Bulletin No. 3, February 23, 1942.

Luis Marden

THE "DRINKING BEAN" IS UNCLE SAM'S CHIEF FOOD IMPORT

Coffee beans reach the United States in considerable quantities, in the average year, from nearly thirty foreign sources, of which the foremost by far is Brazil. The bulk of coffee imports arrive from Latin America. Guatemala, ranking fifth as a source, is taking scientific care of her coffee crop. In the Department of Agriculture at Guatemala City, sample beans from every exporting *finca* (plantation) are tested and stored (illustration, above).

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French Guiana, Noted for Devil's Island, Now U. S. Neighbor

FRENCH Guiana's position on the northeastern coast of South America has just taken on new significance. With the dispatch of United States troops to guard the bauxite (aluminum ore) mines in neighboring Surinam and more recently to protect the oil refineries in Aruba and Curaçao, the tropical French colony became a next-door neighbor of Uncle Sam. Since the fall of France, French Guiana has been loyal to the Vichy Government, which is co-operating with the German conquerors.

Bordered by Brazil on the east and south, French Guiana is the smallest of the three European colonies on the mainland of South America. Surinam (or Dutch Guiana), a Netherlands possession, lies across the Maroni River to the west. Its capital, Paramaribo, is 260 miles along the Atlantic coast from Cayenne, the capital city of French Guiana. British Guiana adjoins Surinam on the west.

Known as Penal Colony

The colony lies within reach of two spots vital because of the war in the Atlantic Ocean. From French Guiana the distance across the Atlantic to Dakar, northwest Africa's French port that is closest to South America, is 2,200 miles. North and west beyond the jungles and mountains, the Panama Canal is 1,700 air miles from Cayenne.

The colony is approximately the size of Maine or Indiana. Its resources have been developed on an even smaller scale than those of the adjacent British and Netherlands colonies. One reason is that it has been primarily a penal settlement peopled, as were some early North American colonies, by convicts exiled from the mother country. For nearly a century prisoners have been sent from France to the Guiana mainland or to Devil's Island, a barren bit of land about 30 miles off the coast. Although the French Government announced in 1936 that no more prisoners would be placed on Devil's Island, it was decided two years later to add another thousand long-term convicts because of the crowded conditions of French prisons.

Like its British and Dutch Guiana neighbors, French Guiana is mountainous and heavily forested. Along the coast, however, instead of unbroken swampy lowlands, the French colony has occasional mountains and rocky islands (see illustration, next page). The climate is tropical, for the country is not far north of the Equator, and the rainfall is heavy. At Cayenne rainfall averages 130 inches a year.

Undeveloped Forests of Rosewood and Tulipwood

Only some 9,000 acres of land are cultivated, so that agriculture does not play a major role in the colony. Sugar, coffee, and cacao from coastal plantations are exported. The market for Guiana bananas is expanding. The residents grow for their own use Indian corn, sweet potatoes, and cassava, from which tapioca is made.

In an effort to develop the interior of the country, the French Government in 1930 made the hinterland a separate territory, called Inini, but left it under the supervision of the colony's governor at Cayenne. There are few roads, and the rivers are not navigable very far inland because of waterfalls and rapids. Consequently, the rich forests have been put to little commercial use. Rosewood and its essence, as well as tulipwood and balata gum, have been marketed in small quantities.

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tion figures elsewhere. For every new Government employee, the District has been acquiring a non-Government worker also.

Washington, in 1940 the second-fastest-growing of the nation's large cities, has already increased more than 16 per cent beyond its 1940 size, to become the boom-ingest of the country's dozen biggest communities.

Connecticut reports nearly 2,000 newcomers bringing a 6 per cent increase to Bristol, with its steel and brass works, and about 10,000 more booming Bridgeport. Portland, Maine, at work on cargo ships and Navy vessels, counts an influx of 4,000. Philadelphia has gained some 20,000 residents and Pittsburgh 17,500.

Southern activities have brought a population increase of 11 per cent to Corpus Christi and Wichita Falls, and 4 per cent to Houston, in Texas; and 3 per cent to Greenville, South Carolina. Georgia finds booms under way at Macon (7 per cent), Augusta (7 per cent), and Atlanta (3 per cent). St. Louis counts some 21,000 newcomers.

Among the Midwestern sites of defense-industry growth are Fort Wayne and South Bend, Indiana; Detroit and Saginaw, Michigan; and Akron, Ohio.

Shipbuilding and plane-building have brought about 45,000 people to Seattle, an 11 per cent rise above the 1940 figures. More than half came from outside Washington, from 16 other states and Alaska. A fifth of them are women.

Note: Additional information about defense industries and boom areas may be found in "Washington—Storehouse of Knowledge," *National Geographic Magazine*, March, 1942; "San Diego Can't Believe It," January, 1942; "Aviation in Commerce and Defense," December, 1940; and in the GEOGRAPHIC SCHOOL BULLETINS, "Defense Emergency Gives Washington, D. C., Boom-Time Tempo," April 7, 1941; and "Census and the American Scene," October 14, 1940.

Bulletin No. 4, February 23, 1942.

Luis Marden

BECAUSE PLANTS NEED MEN FOR PLANES THAT NEED WINGS, CITIES BOOM

Inglewood, California, is one of the nine satellite communities receiving the overflow of defense workers flocking to Los Angeles and Long Beach. They arrived to work in the North American Aviation Corporation's plant, where these training planes for Britain's Royal Air Force were photographed. The red, white and blue bull's eye on each fuselage is the R. A. F. insignia.

French Guiana's major product has been gold, which has been mined since 1853—only four years after the California gold rush. The bulk of the mining and farm work is done by convicts and ex-convicts. After finishing their sentences, short-term convicts have to remain in French Guiana as *libérés* (free men within the colony) for a period equal to their term of imprisonment. Few ever have saved enough money to pay their passage back to France.

The former prisoners make up a good share of the colony's mixed population, which also includes Bush Negroes, Indians, Chinese merchants, and a few French officials. Cayenne's 14,000 inhabitants comprise nearly half the country's total population.

The capital, situated on an island at the mouth of the Cayenne River, is a typical community of the tropics, with palm-lined streets and a park in the center. It has no trace, however, of the Parisian atmosphere which usually is found in French colonial capitals.

Note: French Guiana can be located on the National Geographic Society's Map of the Atlantic Ocean, issued as a supplement to the September, 1941, number of the *National Geographic Magazine*. The map outlines airways and indicates the naval bases in the Atlantic Ocean and the Caribbean. The Map of South America, issued as a supplement to the December, 1937, *Magazine*, on which French Guiana is also shown, contains insets of natural resources, and airways, and relief. A price list for these and other maps published by the Society may be obtained from the headquarters in Washington, D. C.

Further information on French Guiana can be obtained from these GEOGRAPHIC SCHOOL BULLETINS: "France-in-America Scattered over Wide Area," November 18, 1940; "European Colonies Make Non-American Spots in the Americas," October 23, 1939.

Bulletin No. 5, February 23, 1942.

Lieut.-Col. A. W. Stevens

WATER INSTEAD OF BARS MAKES GUIANA ISLAND PARADISES INTO PRISONS

Among the islands along the coast of French Guiana are the site of Cayenne, the capital, and the Remire group—the latter known as the Mother, the Father, and their children, while an islet a mile away is called Lost Child. A more notorious island family, however, is that including Devil's Island and the larger Ile Royale (above), with their stone cells for desperate prisoners surrounded by graves and palm trees. As 700 miles of ocean block escape to land beyond South America, punishment in this prison colony has been almost as dreaded as the death sentence. One of the few prisoners to return to France was Alfred Dreyfus, the army officer unjustly convicted in the most infamous trial of the 19th century.

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